of handicapped pensons(vii) May I Help you Booth to physically disabliled persons. in the fast instance all identified faciltties tove *been* provided *to* all "A"category stations. Now railway has planed to provide these facilies at all "B" category stations Railways have also started provding second-disss guard-csm-luggage (SLR) type coaches with disabled friendly features.. These coaches have (ii) wider doors then normal coaches to enable the disabled passenger to enter the coach while seated cam the wheel chair (iii) toilets which have been desigined with sumcient space for awheel chair bome passenger and (iii) wicer passage in the comoor to allow for movement of wheel chair.

manamadyrai- Raneswarm and manamadurai trichy stretch

1942. DR.K. MALNSAMY:Will the minister of RAILWAYS be pleased to state:

(a) the peobable date of completionof manamadurai-Rameswarm stretch on the one side and trichy-Manamadurai stretch on the other which are

(b)how the railway lines are proposed to cross across the sea between Pamban and Rameswarm:and

(c) whether there will be a new bridge across the sea or the existing Pamban brudge will be wilened modemizied and strengthened f*or th*is URiUftpose suiftjjeott to technical stabitly and feasibilitly'?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS(SHRI R VELU): (a) to (c) on Madurai-Ramesjwarm (161kms) gauge convesin project Madurai-Manamadurai (48kms) section has already been completed and work on Manamdurai Mandapan secton is targeted for
compltion during 2005-06.Line between mandapam and Rameswarm is been fixed tor cinversion of this section.

The existing bridge at pamben netweem mandapam and Ra,eswarm Will be retaoined duly replacing/strengthening the existing mete gauge gitders to suit Broad Gauge standerd including Scherxer span..

on Tiruhchirappali Manamadurai(150kms) garge conversion project, work on Tiruchchirappli-Pudukottai*(52 kms*) section is targeted for

completion during 2005-06 and the remaining section willl be completed inthe coming years as per availability of resources

Effect on rail network due to climatic change

1943, SHRI PRAMOD MAHJAN: Will the Minister RAILWAYS be pleased to stale:

(a) whether climatic changes over the next 30to50 years would affect the rail nerwork in the country;

(b) whether sea between Kochi and Mumbai is rising funs increasing the repair and maintenance cost of (he rail project;

(c) if so the details there: and

(d) Governments' plans to rectify the situation?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS(SHRI R VELU):(a)to(d)Normallyi matic changes over the subcontiment in the scale of 30 to 50 years are not likely' to effect t3.he rail nerwork. to any signficant level There have been no variations obrseved in repair and *maintenance costs of rail projects which can be related to any chage in* sea level on westem coast Some recntly reported studies have predicted that temperiures could rise by 3 to 4'Celsius, sea level ciould rise in seuthem pemisuler india and monsoonl rains could withess 10 to 30% increcase by end of 21st century Howeever these studies are indicative only
at this stage. Constution and maintenance practices will adapt to the situations arising over the time.

Japanese loan for dedicated fireight corridor project

1944. SHRI GIREESH KUMAR SANGHI;
DR.T.SUBBARAMI;

Willi (he Minister of RAILWAYS be pleased to state:

(a) whether japanese offer of a cheao loan to Railways much hyped dedicated freight corridor project has not been seriousty cinsudered by Railways;

(b) whether loan was offered at aninterest rate of 0.45 per cent but with a condition that Railways would source 30per cent of equipment repuired from Japan: